

Appl. No. 10/828,533  
Amdt. dated: August 07, 2008  
Reply to Office action of June 26, 2007

**Amendments to the Specification:**

Please replace the paragraph at column 2, lines 51-58 with the following amended paragraph:

A mooring system [15] is also provided for the port security barrier 10. The mooring system [15] includes mooring buoys 16 which are positioned approximately 100 to 500 feet apart and their associated mooring lines 18 and anchors 20. As seen in FIG. 2 the mooring lines have a branch structure with each branch have an anchor 20 attached to the branch. The anchors 20 are fabricated from concrete for low maintenance and rest on the ocean floor.

Please replace the paragraph at column 5, lines 46-67 with the following amended paragraph:

Referring now to FIGS. 1, 1A, 5, 6 and 7, FIG. 7 illustrates in a block format the operation of port security barrier 10 in stopping an explosive laden waterborne craft 12 from penetrating a port facility. The waterborne craft 12 approaches the port facility at a high rate of speed which may exceed fifty knots. The waterborne craft 12 is laden with explosives and is attempting to inflict severe damage on ships docked at the port facility (block 70 of FIG. 7). The kinetic energy of craft 12 is

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absorbed by the elasticity of the capture net 24, hydrodynamic drag 17 of the supporting structure for each port security barrier modules 14 and compliance of the mooring system [15] (blocks 72 and 74 of FIG. 7). The energy of the craft [15] 12 is dissipated over a distance that is adjustable and the craft [15] 12 is arrested before the craft can inflict harm on the port facility (block 76 of FIG. 7). Changing the stiffness of net 14 and mooring system [15] adjust the distance to arrest craft 12. As the components of each port security barrier modules 14 are stiffened the distance required to stop a threat is reduced, however the size and strength of the barrier components must be increased.